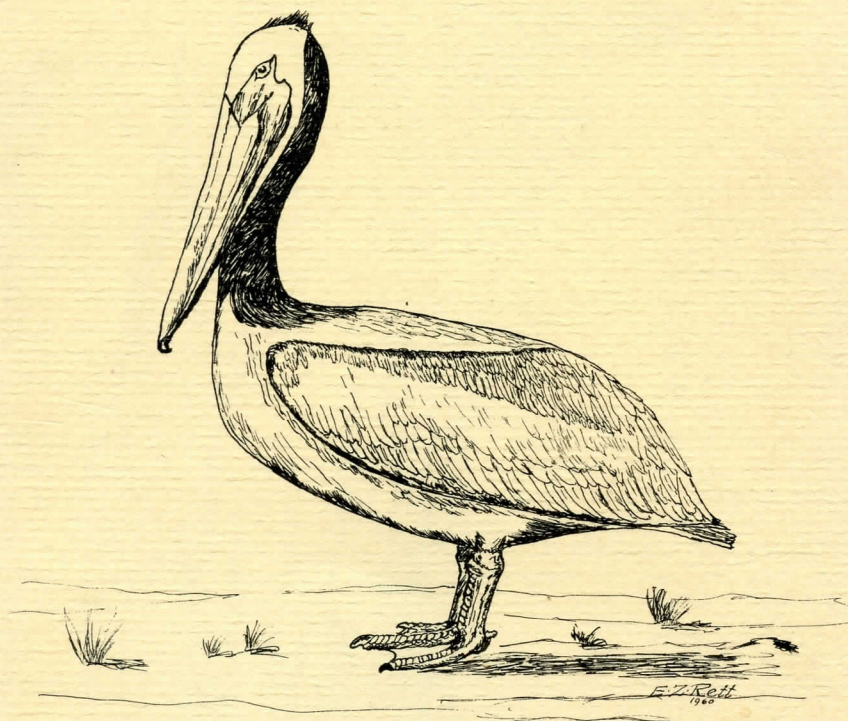


NOTICIAS

Santa Barbara Historical Society



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NOTICIAS

QUARTERLY BULLETIN OF THE
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The Breakwater

(Compiled by the Editor from data furnished by Mr. Julius Bergen, Vice-chairman, Max C. Fleischmann Foundation of Nevada; Mr. Tom Storke, owner and publisher of the News-Press; and others.)

Four centuries ago, when the first Spanish explorers came by ship into Alta California waters, they discovered only two protected harbors along this coast, one, a very good one, at San Diego, and the other, one that was protected from all but the north wind, at Monterey. Two centuries later, when land expeditions set out from San Diego to explore the country to the northwest, they eventually came on the magnificent harbor that became known as San Francisco Bay. All the rest of the known California coast lay open to the storms that on occasion swept in from the broad Pacific Ocean.

The capitol of the new province and what was planned to be the most important settlement in the new land was located at Monterey. There were many reasons for the choice of this northern site for the capitol. Several of these reasons were that here there was an abundant supply of good water, or so it was thought at the time the decision was made; there was an unlimited amount of what appeared to be fertile, arable land; there were forests of pine and cypress, the trees of which could be used for masts and spars and for other parts of the clumsy, wooden vessels of the Spaniards; and there was a large, resident native population. Work on royal presidios was started both at Monterey and at San Diego, as well as on mission establishments for the conversion of the Indians. From these two bases the Spaniards set about the further possession of the land.

As Father Junipero Serra went up and down the province, often on foot, it was borne in upon him that Monterey, lying as it did almost at the extreme northern end of the narrow ribbon of missions, was not a convenient site for the capitol; and so he turned his eyes toward the Santa Barbara Channel Area, which lay about half way between San Diego on the south and Monterey on the north. Eventually, a royal presidio was established here and, four years later, a mission. This mission at Santa Barbara was to become, with the passing of the years, the most important mission establishment of the Province. So favorable was this middle site that, three-quarters of a century later, when the Americans took possession of the Province, Santa Barbara was the de facto capitol, for here was the residence of the Governor, Pio Pico, the residence of the Bishop of California, and



CASTLE ROCK (By John Gorham)

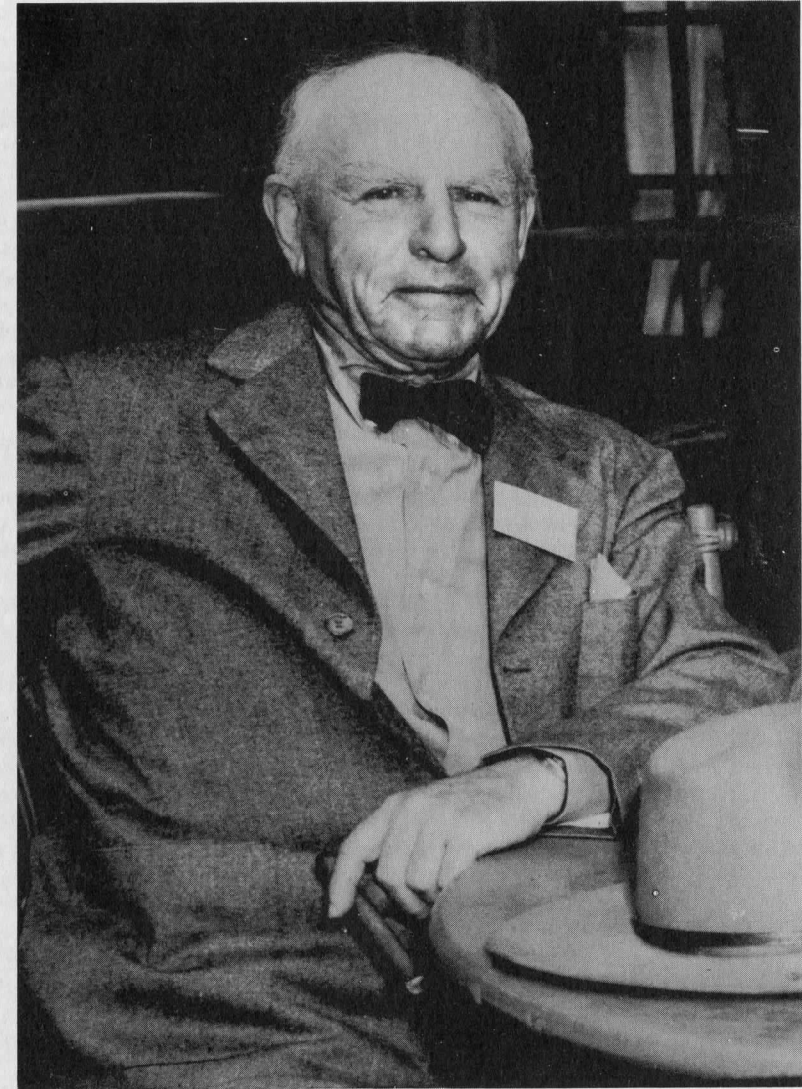
the residence of the President of the Missions. What Santa Barbara did not have, however, was a harbor in which ships could ride out in safety the severe storms of winter. Had it been possessed of such a secure harbor, it is all but certain that it would have been the legal capitol of Alta California.

When Richard Dana visited Santa Barbara, his ship, for reasons of safety, was forced to anchor three miles off shore. At times, he tells us in "Two Years Before the Mast," there was a considerable surf running on the beach. As had happened in the past, it was through this surf for the next half century that all visitors to the town who travelled by ship were forced to come and go. Often, this was a disagreeable episode in their travels, and occasionally it was a dangerous one. A quarter of a century after the coming of the Americans, long wharves were run out into the sea at conveniently located places along the coast, at Santa Barbara, Goleta, Carpinteria, and other places. The wharf at Santa Barbara was an especially long one, and it obviated the necessity of taking travellers and cargoes through the surf; but it did not provide shelter during the winter months for boats and ships that wished to remain in our waters on a more or less permanent basis.

In 1900, to select a date more or less at random, there was much boating here throughout the long, quiet, warm months of summer. There were fishing boats of many sizes, sail boats, and motored launches. Regattas were held here that attracted to the community the pleasure boats from northern and southern areas. When autumn began to turn to winter, however, and when the season of violent southeasters approached, all these small craft either had, with considerable labor, to be brought ashore or they had to be taken to the Los Angeles-Long Beach Area, where they could be laid up for the winter in secure berths. Occasionally, a boat or two remained here at its moorings too long and, a southeaster sweeping in from the sea, these unfortunate craft were wrenched from their moorings and were carried high up upon the sand of the beach.

During these years, there was much talk of constructing some sort of a harbor here. At first, the great weight of opinion lay in dredging out one of the numerous estuaries that exist all along this coast at every creek mouth, the so-called Bird Refuge at the extreme end of the East Boulevard or the Big Slough at Goleta, for example. Then, presently another school of thought, one that favored a sea wall type of harbor such as was being constructed at Long Beach, became very vocal. As early as 1903, some of the directors of the Chamber of Commerce went on record as favoring the building of a breakwater type of harbor; but this agitation was not brought to a successful conclusion and it soon subsided. Interest in a harbor of some kind for the most part lay dormant. It was revived occasionally, as the years passed, by one or another enthusiastic mariner or would-be developer; but at no time did the discussions get beyond the "talk" stage. Eventually, as a result of all this agitation and discussion, a Harbor Commission was appointed, which consisted of O. J. Kenyon, E. W. Alexander, Fred Johnson, George D. Sullivan, and E. L. B. Phillips.

By 1924, Mr. Max Fleischmann, an ardent yachtsman and an energetic man of large affairs, had interested himself in the harbor project and had begun to talk to many of the leading citizens of the community about it. Reginald Fernald, Dwight Murphy, H. J. Doulton, George McComber, Francis Price, and many others, he found, favored the rip-rap construction of a sea



Major Max Fleischmann

wall off the West Boulevard. (Mr. Doulton's activity in the Harbor Project was resented in some quarters because he was not a resident of the City of Santa Barbara. In the end, Mr. Doulton's beach at Miramar suffered greatly from sand erosion as a direct result of the building of the Breakwater.) George Batchelder, Mr. Peabody, Mr. Chapman, Judge Canfield, and General Babbitt were opposed to rip-rap and favored instead a cement caisson type

of construction. Mr. Chapman, however, made the statement publicly that a breakwater would destroy the sand beaches to the east of it.

A third group, of which were Mr. Tom Storke, Mr. E. A. Gilbert, and Mr. Ripley, were opposed to any kind of sea wall construction off the West Boulevard. Mr. Storke was opposed because it was known that one thousand cubic yards of sand, kept in suspension by the action of the breakers, was carried by the drift past any given point on the beach every twenty-four hours; and he feared that the stoppage of this sand flow would cause immeasurable damage to our beaches. He favored a sea wall in deep water, far enough off shore so that it would not effect the sand-carrying drift, at some point west of the Boulevard, possibly near Second Point. Mr. Gilbert, who was chairman of the Park Board, felt that a sea wall off the West Boulevard would ruin the beach at that important place for pleasure purposes. Mr. Ripley, the president of the Santa Fe Railroad, a man of very wide experience, opposed the plan on engineering grounds. (Future events were to prove all three of these men right at least in some degree.)

Three other men who were, perhaps, less prejudiced for or against any particular type of construction and yet were deeply interested in the building of a harbor, were Dr. Rexwall Brown, one of the founders of the Santa Barbara Medical Clinic and, at the moment, president of the Chamber of Commerce; Mr. Herbert Nunn, the incumbent City Manager, and Mayor H. A. Adrian.

This was the situation, as far as the Harbor Project was concerned, when the 1925 earthquake occurred and temporarily brought to a standstill all plans for the future development of the community.

By October of the earthquake year, Santa Barbara had so far recovered its former poise that Mr. Fleischmann decided to bring the harbor project to a definite focus. At this time he offered the City the gift of \$200,000, this to be used toward the construction of a harbor. In doing this, he recognized that this sum of money would be sufficient only, at most, to construct one half of the proposed sea wall. Almost immediately after making this offer, he received a letter from Dr. Brown, dated October 3rd, 1925, which read as follows:

"Dear Mr. Fleischmann:

"Now that the stress and strain of earthquake days is past, there is a growing interest toward securing a harbor. It is the impression in Santa Barbara that you will withdraw your offer of two hundred thousand dollars toward the harbor, if no effort is made by January 1st to raise the additional money through bonding. I have talked with Francis Price about the matter and he tells me that it is true that your offer holds good only until the time specified above.

"Santa Barbara, as you know, has had her troubles and the drive of the California Development Association is not yet concluded. It has seemed wise to many of us who are in close touch with conditions here that the time for a movement in the development of a harbor is not opportune until the California Development Association has completed its efforts. To undertake municipal projects by bonding issue would jeopardize the success of the drive. Under these circumstances I am taking the liberty, with the approval of Mr. Price, of asking you if you can set forward three or four months after January first, the time limit, after which, if no effort satisfactory to you is made, you will withdraw your money from the bank. I believe we can put over a bonding issue in the early part of next year.

"If you are agreeable to this suggestion, am I still authorized to draw on you to an amount not over one thousand dollars for expert engineering advice? This amount

you said you would place at my disposal at our last executive meeting a few days before the earthquake.

"Sincerely yours,

"Rexwall Brown"

In the same mail, Mr. Fleischmann received a letter from the City Manager, Herbert Nunn, which outlined the plan of operation as Mr. Nunn visualized it. It read:

"Dear Mr. Fleischmann:

"I have been giving serious study to the question of harbor development the past few weeks, as it is very apparent that unless some steps are immediately taken, other projects pending will over-shadow this most important of Santa Barbara's developments, and I therefore take the liberty of writing you, and to place before you a proposition of immediate commencement of this work. It is my opinion that if the work is started with funds available, that other donations and a bond issue will be forthcoming to complete the work.

"The design as submitted to you, i.e. concrete caissons, is undoubtedly the best design which could possibly be constructed in the Santa Barbara Channel. The caissons were designed to be fifty feet in length and to be placed on pilings. This construction is admirably adapted for an earthquake district, inasmuch as the caissons would not settle into the mud bottom. You will recall that the caissons were to be placed, and the deck, including the parapet wall, or sea wall and seat to be poured afterwards in order to secure good alignment and attractive workmanship. The width of the walk-way was not definitely decided, but will not be less than 12 feet.

"These caissons were estimated to cost in place complete not to exceed \$205.00 per lineal foot. The estimate will be considerably less per lineal foot for the Esplanade to be constructed from the Bath House to Castle Rock.

"You will recall that there was some question as to whether or not an opening should be left at Castle Rock, and the proposition which I have to make would also solve this problem, as it would give us sufficient time before closing the gap, for observation. My proposition is as follows:

"To request you to commence the construction of the breakwater commencing at the outer end as shown on the attached plan in red, and to construct from the outer end towards Castle Rock. The \$200,000.00 donated by you should construct approximately 1000 lineal feet of breakwater. The total distance being 2400 feet. You would construct approximately 5/12th's of the total distance.

"I propose to secure donations enough here to construct the necessary launching dock, and to furnish such equipment as is needed to construct the caissons, this to become the property of the City, and to be used only in the completion of the breakwater. As the caissons are all alike, the machinery and dock would answer for the entire 2400 feet. If handled in this manner, your entire \$200,000.00 would go into the construction of the caissons, thus insuring an economical expenditure. One thousand feet of the caissons would present a very fair break-water, and would undoubtedly bring forth the necessary money by bond issue to complete; otherwise, the investment in launching dock and equipment would be lost.

"If you see fit to accept this proposition, it strikes me that the following method would be advisable:

"That you appoint a Supervising Board including Mr. Price, Mr. Doulton, Mr. Chapman, and others, to take complete charge and to carry out the construction in the most economical and efficient manner, either by contract, or by force account. This same Board, of course, would be very active in securing funds either by donation, or by bond issue.

"If this proposition appeals to you, I will make every effort to secure further donations for equipment and dock immediately. I make this appeal to you only because

of my interest in the future growth of Santa Barbara, and believe that you fully appreciate and understand the handicap under which Santa Barbara is laboring at this time.

"Sincerely yours,

"Herbert Nunn
City Manager"

To these two letters Mr. Fleischmann replied from New York City. (Only the letter to Dr. Brown follows. The one to Mr. Nunn is very similar).

"My Dear Rex:

"October 9, 1925"

"I beg to acknowledge receipt of your kind letter under date of October third. In the same mail and under the same date I received a very comprehensive letter from Herbert Nunn in regard to the harbor plan.

"When it is all said and done, the only point that I am interested in is a harbor for Santa Barbara, and to achieve that naturally takes concerted effort and harmonious action between the people directly concerned.

"I am asking Francis Price to see both you and Mr. Nunn, to discuss both your letters with you personally and then to write me his recommendations. As I will be able to spend so little time in Santa Barbara the next year and will not be out this fall until December and then for only a month or so, Mr. Price, naturally, will have to be the one that I will look to to be my contact between this place and Santa Barbara. I will, therefore, wait until he has had an opportunity to see both of you, discuss the matter and make his recommendations, before I reply.

"Sincerely yours,

"Max C. Fleischmann"

The reception of these two letters on the same day, the one from Dr. Brown and the other from Manager Nunn, neither of which mentioned the other, understandably tended to raise uncertainties in Mr. Fleischmann's mind. He, therefore, wrote to Mr. Price, asking if, in Price's opinion, it was a coincidence that these two letters were written simultaneously, or if it indicated a conflict in purpose between the two men. Mr. Price wired Mr. Fleischmann as follows:

"Major Max C. Fleischmann

"Brown Nunn City Administration and myself in hearty accord on Nunn's scheme stop there has never been any friction and it is purely coincidence that both men should write simultaneously stop personally I would consider that for you to advance the two hundred thousand dollars now would be the greatest incentive to the upbuilding of Santa Barbara because conditions are at low ebb and for you to express that much confidence in the city would not only revive the spirit of the people here but restore confidence elsewhere stop city administration feels that if this much is spent people will provide necessary funds to complete as soon as present plans will permit stop await your further instructions.

"Francis Price"

On January 12th, 1926, Major Fleischmann, to match the proposed bond issue, paid into the City treasury the sum of \$200,000.00. The bond issue election was set for May 4th, 1926. On January 13th, 1926, Mayor Henry Adrian wrote the following letter to Mr. Fleischmann:

"My dear Major Fleischmann:

"I addition to the verbal expression of my sincere appreciation of what you have done for this city, I wish to add a few words of appreciation as mayor.

"It seems to me that your gift marks the beginning of a new era in Santa Barbara. Twenty-three years ago, as a director in the Chamber of Commerce, we were



Dr. Rexwall Brown (Drawn by Neville Ussher)

fighting for a breakwater. That fight has been periodically revived ever since that time without any results. To you, and to you alone, belongs the credit for what occurred the other night in Council meeting. It took only twenty minutes to get actual and definite action under way.

"Your patience in waiting all these months is certainly highly commendable. You know there are many men who will not play or work unless they are the dictators. You are one of the few willing to play the game in any reasonable way without the slightest desire to dictate, and that is the thing that I most highly appreciate. I have had a long conference with Mr. J. R. Chapman, and also with Mr. H. J. Doulton and George McComber. They are, of course, enthusiastic, and they are both men who 'do things.' However, I am certainly having a time of it convincing Mr. Chapman that he should accept membership in the Board of Harbor Commissioners. Have yet not lost hope.

"From time to time I shall take occasion to call at your office to report on progress made. Shall be very glad to have you call on me at any time.

"Cordially yours,

"Henry A. Adrian."

Mayor

With the reception of the gift of \$200,000, plans for the building of the harbor took rapid shape. Mr. Wallace C. Penfield was appointed consulting engineer and instructed to draw up an over-all plan for the harbor. A Harbor Bond Committee was appointed and it, working closely with the Chamber



THE HARBOR (Photo by Karl Obert)

of Commerce, laid carefully thought-out plans for the successful outcome of the May 4th election. Speakers were present at almost every gathering of men and women within the city and the needs of the City for a harbor were briefly yet thoroughly discussed. So successful was this campaign that, when election day came, sixty per cent of the registered voters went to the polls; and of the almost 6,000 votes cast, less than 300 were in opposition. After the votes were tabulated, the following telegram was dispatched to Mr. Fleischmann in New York City:

"Major Max Fleischmann

"Santa Barbara has today approved the two hundred thousand dollar bond issue by twenty to one vote stop six thousand votes cast stop locally this is regarded as an expression of your magnificent gift which makes a Santa Barbara Harbor possible.

"Santa Barbara Bond Committee

T. Paul Dalzell, president

Santa Barbara Chamber of Commerce."

With enough money to build the harbor assured, interest within the community turned to a discussion of the kind of sea wall that should be built. Both the "Caissoners" and the "Rip-rappers" became very vocal in their efforts to win partisans to their respective sides. So intense did the interest become in this contest that men appeared at gatherings of the citizens in such places as the moving picture houses and actually took votes of those present on the merits of each type of construction. In the end, of course, it was the engineers who made the final decision in favor of rip-rap.

The decision for rip-rap having been made, the next problem that faced the Harbor Commissioners was the location of a suitable quarry from which to take the great blocks or chunks of hard stone that were needed. Such a quarry was located on Santa Cruz Island, which is largely of igneous origin; and from this place the great chunks were brought by barge. Because it was found as the work progressed that additional sums were needed to complete

the work. Mr. Fleischmann made three additional contributions of large size to the City. Altogether, he gave \$630,000.00 for the completion of the project.

January 12th, 1926	To match the City bond issue	\$200,000
November, 1928 to July, 1929	For additional 600 feet of structure	250,000
July, 1929 to January, 1930	For connecting groin and improvements	100,000
April, 1940	For permanent pumping plant	80,000

Because Major Verrill's report to the Harbor Commissioners on August 8th, 1933, describes clearly the several stages in the actual building of the breakwater, those parts of it that are pertinent are quoted here in full.

"The Board of Harbor Commissioners,

"Santa Barbara, California.

"Gentlemen:

"In accordance with your instructions the following report is submitted regarding the present condition and needed development of Santa Barbara Harbor, together with maps and plans showing the proposed improvements and estimates of cost. . . "6. IMPROVEMENT OF THE HARBOR: Previous to 1927 no improvement of the harbor was undertaken except the construction of several wharves, none of which now remain with the exception of Stearns Wharf, which was rebuilt in 1928.

"During the winter the entire harbor was formerly exposed to severe southeasterly gales and the resulting seas from time to time caused much damage, not only to vessels but also breached sea walls and bulkheads and washed away roads. In the summer the usual southwesterly winds created enough sea to make it a disagreeable and often unsafe anchorage of yachts and small craft. A breakwater to ameliorate these conditions and increase the use of the harbor has long been desired and urged. In 1878 a survey with reference to such improvement was ordered by Congress. In his report the District Engineer officer, Lieut. Col. C. S. Stewart, proposed a rip-rap breakwater located in depth of about 40 ft. and estimated to cost over \$5,000,000 but reported that such an expenditure was not justified by the amount of commerce then existing or in sight. In 1911, at the request of citizens, a preliminary examination was ordered but the report of the District Engineer was again unfavorable.

"Finally in 1926, with \$400,000 available, half obtained from a bond issue and half contributed by Major Max C. Fleischmann, an ardent yachtsman who spends some of his time in Montecito, plans were drawn up for a breakwater about 1800 ft. long to protect the westerly portion of the harbor. These plans were approved by the Chief of Engineers and permit for the work, dated September 17th, 1926, was issued by the Secretary of War. After various delays, a contract was let for the construction of a rubble mound breakwater about 1200 feet long and on June 8th, 1927, the first stone was placed. This contract was completed June 14th, 1929, but before it was finished Major Fleischmann contracted with the same firm of contractors to build an additional 600 feet of breakwater at a cost of \$250,000 more, an extension to make the total length about 2,900 feet being authorized by the Secretary of War under a permit dated September 21st, 1930, and the breakwater obtained under the two contracts was 1810 ft. long on top.

"The original plan contemplated leaving an open space of 500 ft. or more between the inner end of the breakwater and the shore at Point Castillo. During the latter part of 1928 the beach to the eastward of Point Castillo began to build and as the breakwater was lengthened this building became more and more rapid. For explanation of this rapid accretion to the beach, attention is invited to paragraph 9. As the beaches are considered one of Santa Barbara's greatest attractions and as they were formerly often denuded of sand after severe storms, everybody was much pleased when this accretion began. In less than a year 200,000 cubic yards of sand was deposited along the shore in the lee of the breakwater, forming an area of about 10 acres at a level of 8 to 9 ft. above low tide. By this time even the most ardent beach enthusiasts were satisfied and

it was decided to prevent further filling by closing the gap between the breakwater and the shore with a rip-rap wall with a core of small quarry grout and waste.

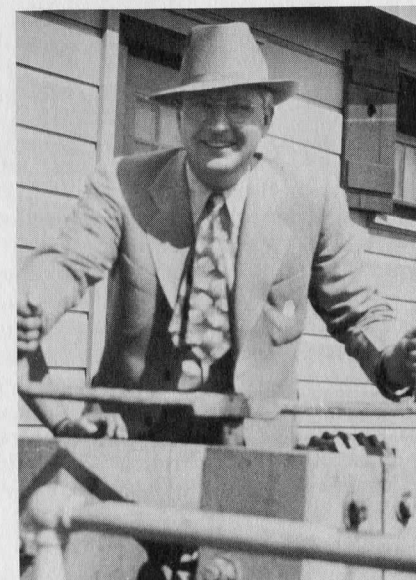
"Up to this time the only purpose of the breakwater was to protect the harbor. With the idea of making it a source of recreation and enjoyment for the entire community, it was decided to add a concrete top and parapet to form a promenade and to add electric lights, permanent seats and a public landing. Again Major Fleischmann came forward and assumed the cost of these recreational facilities, of closing the gap between the shore and the inner end of the breakwater and of building a steel tower on the outer end for the navigation light now maintained there by the United States Bureau of Lighthouses.

"These various additions and improvements were completed in the latter part of June, 1930. Since then the only additional improvements in that portion of the harbor to the westward of Stearns Wharf have been the construction, along the inner arm of the breakwater and approach thereto, of the service station and moorings for row boats described in Paragraph 4, b and d.

"In the easterly portion of the harbor the shore has been protected for a distance of about 4,400 feet by short pilings and rip-rap and two steel and four wooden groins have been constructed. The total cost of this shore protection work was about \$125,000, the funds being obtained partly from the county, partly from the city and partly from private donations."



Francis Price



Paul Dalzell

Pleasanton, and the same for Mrs. Clinton Hale in Santa Barbara—this last mentioned screen is now at Mrs. Lawrence More's home in Montecito. A screen made for Mrs. Frederick Gould now is in the beautiful dining-room at the Lennart Palme's residence. Other screens were made, one for the Harrison Gray Otis family, of Los Angeles, and several for the Edwin Gledhills, in payment for their lovely photographs of her family. She made, also, screens for her three sons, Perry, Winthrop, and Jack—the last is now in the home of Mrs. Walter Briggs.

The chests for children were charmingly designed with nursery rhymes, and the bookends with family coat of arms.

Mr. Reginald Johnson, the architect of the Montecito Biltmore Hotel, had Mrs. Austin design the coat of arms of Castile for him. This colorful work, after all these years, still distinguishes the library of the Hotel.

Three beautiful "Books of Memory," with the seal of the Diocese of Los Angeles on them, were placed in St. Paul's Cathedral, in Los Angeles, in St. Luke's Church, in Long Beach, and for the "Good Samaritan Hospital" Memorial Bed.

Although her husband had gone back and forth to Europe many times, it was not until late in life that Belle More at last went to Italy and saw for herself that she had discovered the secret of the Renaissance artists. Her tubes of oil paint, her brushes, and her tools, she had imported from France; but it was her talent and inspiration, worked out in her improvised studio in Santa Barbara, that had brought her distinguished work to completion.

CAMILLA WATERMAN AUSTIN

El Vaquero Viejo

By CLIFFORD McELRATH

(Copyright applied for)

I first saw Joe Espinosa or Old Joe or El Viejo as he was variously called when I was cattle boss and bronc rider for the Santa Cruz Island Co. shortly after World War I. Joe had worked for the Island Co. for many years but before I came to the island he had had a run-in with the superintendent and had been let go.

Jose was an old Spanish vaquero past 80 years old; he did not know his exact age, but he had been born a subject of Mexico in Santa Barbara and had seen Fremont raise the first American flag in that town, had roped Grizzly bears for the bull and bear fights, knew Joaquin Murrietta, Three Finger Jack and Vasquez, and had driven cattle from Los Angeles to San Francisco many times.

Jose was camped at Campo Chino about two or three miles from Prisoners Harbor fishing crawfish for a living. In getting into his skiff he dragged his 30-30 in by the muzzle. The bullet took the first joint off of two of his fingers, glanced around a rib and lodged under the skin on his back.

He wrapped the stumps of his fingers in a bandana handkerchief and rowed all the way to Prisoners Harbor. His reason was that he couldn't reach the bullet to cut it out and wanted someone to do it for him. He was quite disgusted and considered us all a bunch of sissies when we refused to

do it for him and the superintendent put him on the boat and sent him to Santa Barbara for medical aid.

He never told me why he was getting into his skiff with a 30-30. Maybe we had one more calf at branding time. I never worried too much about it. It was costumbre.

The next time I met him was when I had become superintendent and we were dehorning a large number of cows at the Scorpion ranch at the east end of the island. Dehorning cattle in those days was a rough, brutal job. We roped them and stretched them out and sawed the horns off.

Jose had returned to the island and was camped at Potato Harbor. After finishing work the first day we were eating supper when Jose showed up. He said he had come to visit with some of his old friends and his brother Quate. The old coyote didn't fool me any. I knew he had come to hit me up for his old job.

We were short handed and I liked the old boy's looks, he was a fine specimen for an old man, and I put him on for a few days as I told him. Those few days stretched into several years or as long as I was on the island.

Jose was about medium size, slender and wiry, was fast and definite in all his movements. He had good aquiline features showing his Spanish blood but his Indian blood showed in his black eyes and many of his personal characteristics. He had probably been very good looking as a young man.

When we went to work the next day Jose proved to be all that was said of him. He was an artist with a riata, a fine rider and knew cattle. Many of our horses were cold backed or reparoso as we called them, meaning that when you got on them in the morning you were due for from one to a dozen stiff-legged bucks. In spite of his age this never bothered Jose. He would ride any horse that came along. I never gave him any bad horses but sometimes out on the range some rider would have a horse that he was afraid of and then I would see Joe coming in riding the bronc and the other rider on the gentle horse. Joe's answer would be "El bruto iba a matar el pobrecito." (The brute was going to kill the poor fellow.)

As time went on I took to taking Jose with me when I had a long trip to make. I would get him to telling me stories of the early days, which he loved to do. Make no mistake, Jose could spin a windy as well as the next one, but I grew to know him and could generally tell the difference. He also had a keen sense of historical values. He told me many times that I should put what he told me on paper "because when I am dead there will be none who remember these things."

One interesting fact that he told me was about the big arroyo that comes down through west Santa Barbara. Prior to El Gran Creciente, a big storm some time in the 1870's, this was nothing but a cattle trail formed by the cattle coming down to the cienega near the beach for water. During the year of the Gran Creciente there was a cloud burst in Salsipuedes canyon and the rush of water cut the arroyo to near its present depth and size in a single night.

As to Joaquin Murrietta, Jose scoffed at the idea that he was ever killed, as have some other old Californios that I have talked to. He said, "Muchacho, I knew him as well as I know you. He spent many nights at my father's home and I have sat and listened to his stories by the hour. He was a fine looking

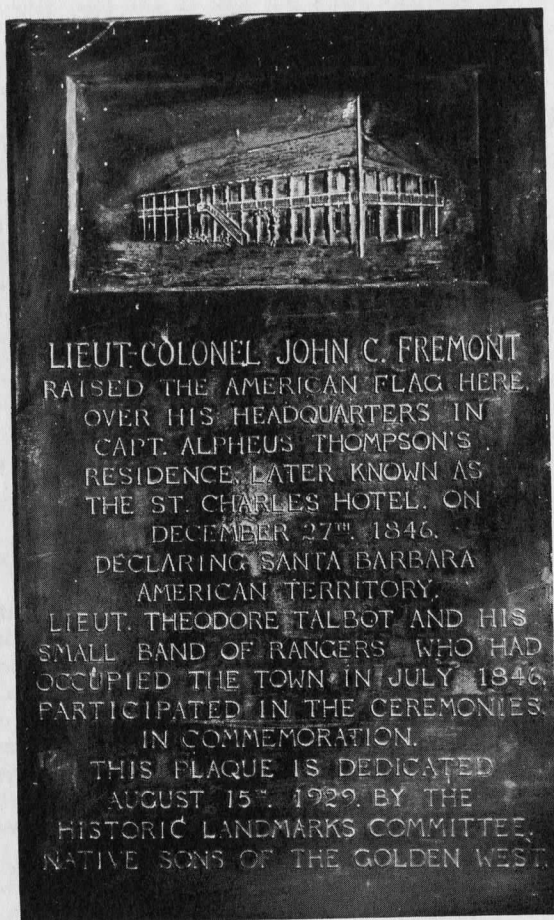


Photo by Karl Obert

man with fine features. I saw the head that they exhibited through the state and it was the typical flat faced head of a cholo. The head that exhibited with it was Three Fingered Jack who I also knew well, but the other was not Murrietta's."

As to Fremont and the first American flag raised in Santa Barbara he pointed out a spot in the middle of De la Guerra Street. There is a small adobe just east of the De la Guerra building. He measured out 18 paces from the southwest corner of this building and said, "This is where the first flag was raised. A man named Talo Pitin ran a cantina in the adobe where many were drinking that day. They attempted to run the flag up and the halyards stuck. Someone offered \$10.00 to anyone who would climb the pole and free the halyards. A little Indian boy that I used to play with who could climb like a monkey went shinnying up the pole. Just as he got to the top

the pole broke and he fell and was killed before my eyes, so it impressed it on my mind forever.

"The men freed the halyards, set the pole up again and raised the flag. It flew here for three days and then they moved it to the place where they now have a plaque."

He then turned to me and said, "Muchacho, you should go tell the people who keep the historia de pueblo so that this can be a matter of record." I asked him if he had ever tried to straighten out a historian and he said no. I replied, "Neither did I and I am not going to start now. We both know it was raised so let's let it go at that."

As to Grizzly bear he told me many interesting stories which I will omit so as not to bore my readers. Two, however, are worth touching on very briefly. A short while before he died I took him for a ride in my car. We drove out between Santa Barbara and Montecito. There were at that time several acres of vacant land at the mouth of a gully where the gully spread out into a flat. There was a large clump of poison oak and yerba oso or bear brush growing in the flat.

"Here," he said, "is where I roped my first grizzly when I was about 14 years old. A group of us were riding together when some dogs we had with us started up a bear in that clump. We surrounded the clump and the bear charged out right at me. My father shouted 'Laselo' meaning rope him. I was afraid of that bear but I was more afraid to disobey my father so I roped him. Others then got their riatas on him and we choked him to death."

At the time I visited Jose he had been laid up for some months. His horse had fallen with him running down a hill on the island and he had been hurt so that he could not work. He was shipped over to Santa Barbara where he finally got back into shape. He had then instead of taking a bus or other modern conveyance gotten hold of a horse and crossed the mountains and traveled all through the Cuyama, the San Marcos and I guess a lot of other back country until he landed a job riding for some ranch. When I saw him he was cleaning up his equipment preparatory to going to work.

Jose told me that while he was in the back country he had seen two grizzly bears. I asked him if he was sure they were grizzlies and not black bears. He replied somewhat indignantly, "Do you think anyone who has caught as many grizzlies as I have would make that mistake?" I dropped the matter thinking that perhaps the old man's memory was wandering into the long ago.

About ten years ago I read an article in the Readers Digest which said that there was a strong possibility that grizzlies still existed in some of the remote spots back of Santa Barbara such as Sespe Canyon and in parts of Modoc County. Be that as it may I hope that they were grizzlies that he saw and that the so-called sportsmen have not yet succeeded in killing the last of the species.

Jose was a grand old man and my friend. He could not read the printed page but he could read a track in the dust as well as any Indian and taught me much about the art of tracking. He was an hombre del campo to the last. His stories lose much in being translated into everyday English. The old California Poche, that mixture of early Spanish and Indian in which he told them, seemed to add flavor and romance to them.

Descansa en paz, amigo mio.